

SECTION II
NAVIGATION PUBLICATIONS

NM 5/01

SAILING DIRECTIONS CORRECTIONS

PUB 145 **8 Ed 2000** **LAST NM 4/01**

Page 97—Line 7/R; insert after:

Pilotage.—Pilotage for ports in this sector is obtained through the Atlantic Pilotage Authority. See Pub. 140, Sailing Directions (Planning Guide) North Atlantic Ocean, Baltic Sea, North Sea, and the Mediterranean Sea for further information.

(NIMA) 5/01

Page 102—Lines 54 to 55/L; read:

in Chedabucto Bay. Pilotage must be requested from the Atlantic Pilotage Authority at least

(BA NM 45/00, Section VI) 5/01

Page 113—Line 46/R; insert after:

Pilotage.—Pilotage for ports in this sector is obtained through the Atlantic Pilotage Authority. See Pub. 140, Sailing Directions (Planning Guide) North Atlantic Ocean, Baltic Sea, North Sea, and the Mediterranean Sea for further information.

(NIMA) 5/01

Page 118—Lines 13 to 14/R; read:

Harbour must request a pilot from the Atlantic Pilotage Authority at least 12 hours before

(BA NM 45/00, Section VI) 5/01

Page 118—Line 25/R; read:

the Atlantic Pilotage Authority 4 hours prior to such ETD. The time used

(BA NM 45/00, Section VI) 5/01

Page 135—Line 6/L; insert after:

Pilotage.—Pilotage for ports in this sector is obtained through the Atlantic Pilotage Authority. See Pub. 140, Sailing Directions (Planning Guide) North Atlantic Ocean, Baltic Sea, North Sea, and the Mediterranean Sea for further information.

(NIMA) 5/01

Page 176—Lines 52 to 54/R; read:

for Pictou must request pilotage from the Atlantic Pilotage Authority at least 12 hours before arrival at the pilot boarding position. The ETA must be

(BA NM 45/00, Section VI) 5/01

Page 179—Line 4/L; read:

report to the Atlantic Pilotage Authority 4 hours prior to such ETD. The time

(BA NM 45/00, Section VI) 5/01

Page 182—Lines 15 to 24/L; read:

Pilotage.—Pilotage is compulsory. Pilots should be ordered from the Atlantic Pilotage Authority at least 12 hours before arrival at the pilot boarding station. The ETA must be confirmed or corrected 4 hours prior to a new ETA. The time used must be GMT. The pilot boarding station is situated at 45°54'30"N, 63°40'42"W, about 0.7 mile NE of Lighted Buoy UK2.

The master of a ship that is to depart or make a move within the compulsory pilotage area must request a pilot through the Atlantic Pilotage Authority 4

(BA NM 45/00, Section VI) 5/01

Page 193—Line 33/L; insert after:

Pilotage.—Pilotage for ports in this sector is obtained through the Atlantic Pilotage Authority. See Pub. 140, Sailing Directions (Planning Guide) North Atlantic Ocean, Baltic Sea, North Sea, and the Mediterranean Sea for further information.

(NIMA) 5/01

Page 193—Line 45/R; read:

report their ETA to the Atlantic Pilotage Authority 12 hours before

(BA NM 45/00, Section VI) 5/01

Page 193—Line 58/R; read:

report their ETA to the Atlantic Pilotage Authority at least 24 hours prior to

(BA NM 45/00, Section VI) 5/01

Page 200—Lines 50 to 51/L; read:

Caraquet must request pilotage from the Atlantic Pilotage Authority 12 hours before the ETA at the pilot

(BA NM 45/00, Section VI) 5/01

Page 201—Line 18/L; read:

ETA to the Atlantic Pilotage Authority at least

(BA NM 45/00, Section VI) 5/01

Page 201—Line 26/L; read:

a pilot must report to the Atlantic Pilotage Authority 4 hours

(BA NM 45/00, Section VI) 5/01

Page 204—Lines 19 to 22/L; read:

Pilotage.—Pilotage is compulsory. Pilots should be ordered through the Atlantic Pilotage Authority at least 12 hours before the vessel's ETA at

(BA NM 45/00, Section VI) 5/01

Page 207—Line 36/R; read:

the Atlantic Pilotage Authority.

(BA NM 45/00, Section VI) 5/01

PUB 145 (Continued)

Page 231—Line 49/L; read:

Pilotage.—Pilotage is compulsory in the St. Lawrence River and for all St. Lawrence ports, including the Saguenay River from Les Escoumins. See paragraph 9.27 (Anse aux Basques) for further information.

(NIMA)

5/01

Page 242—Lines 33 to 37/L; read:

Lawrence and destined for a port W of Les Escoumins must request a pilot through an MCTS Center or the Laurentian Pilotage Authority, as follows:

1. Facsimile: (514) 283-3647
2. E-mail: pilote.mtl@apl.gc.ca

A minimum

(Can Annual Notice No. 23 of 2000)

5/01

Page 242—Line 45/L; insert after:

Pilots board in the pilot boarding area off Anse aux Basques. Vessels are advised of the pilot boarding procedures by Les Escoumins VTS on VHF channel 9. Vessels should not enter the pilot boarding area until the preceding vessel has left and entrance clearance is given by Les Escoumins. Priority is given to downbound vessels. Vessels maneuvering to pick up or drop off a pilot should not navigate inside the 200m curve.

(BA NP 286(5), 2000-2001 ed.)

5/01

Page 249—Line 10/R; insert after:

Pilotage.—Pilotage is compulsory in the St. Lawrence River and for all St. Lawrence ports, including the Saguenay River from Les Escoumins. See paragraph 9.27 (Anse aux Basques) for further information.

(NIMA)

5/01

PUB 146 7 Ed 2000**LAST NM 2/01**

Page 3—Line 12/L; insert after:

Pilotage.—Pilotage for ports in this sector is obtained through the Atlantic Pilotage Authority. See Pub. 140, Sailing Directions (Planning Guide) North Atlantic Ocean, Baltic Sea, North Sea, and the Mediterranean Sea for further information.

(NIMA)

5/01

Page 25—Line 21/L; read:

Head 12 hours in advance to the Atlantic Pilotage Authority.

(BA NM 45/00, Section VI)

5/01

Page 30—Lines 11 to 13/R; read:

XS Lighted Buoy. Pilots should be requested from the Atlantic Pilotage Authority at least 12 hours prior to arrival at the pilot

(BA NM 45/00, Section VI)

5/01

Page 35—Line 50/L; insert after:

Pilotage.—Pilotage for ports in this sector is obtained through the Atlantic Pilotage Authority. See Pub. 140, Sailing Directions (Planning Guide) North Atlantic Ocean,

Baltic Sea, North Sea, and the Mediterranean Sea for further information.

(NIMA)

5/01

Page 37—Lines 16 to 18/R; read:

Pilots should be requested from the Atlantic Pilotage Authority 12 hours prior to arrival at the pilot boarding position.

(BA NM 45/00, Section VI)

5/01

Page 70—Line 45/R; insert after:

Pilotage.—Pilotage for ports in this sector is obtained through the Atlantic Pilotage Authority. See Pub. 140, Sailing Directions (Planning Guide) North Atlantic Ocean, Baltic Sea, North Sea, and the Mediterranean Sea for further information.

(NIMA)

5/01

Page 73—Lines 17 to 35/L; read:

Placentia Bay. Pilots should be requested from the Atlantic Pilotage Authority 12 hours prior to arrival at the pilot boarding position. The ETA should be confirmed 3 hours prior to arrival. The pilot boarding station is off Argentia, near PCC Lighted Buoy, in position 47°20'00"N, 54°06'30"W.

Vessels departing from, or making a move within, the required pilotage area must request pilotage from the Atlantic Pilotage Authority 12 hours in advance and confirming the request 3 hours prior to departure or movement.

(BA NM 45/00, Section VI)

5/01

Page 73—Line 52/L; insert after:

Traffic movements may be restricted when the following vessels are underway:

1. A tanker of 50,000 grt and over.
2. A vessel carrying dangerous cargo.
3. A vessel considered to be navigating with difficulty.

(BA NP 286(5), 2000-2001 ed.)

5/01

Page 90—Line 36/R; read:

Pilotage.—For pilotage information, see paragraph 4.8.

(NIMA)

5/01

Page 100—Line 33/L; insert after:

Pilotage.—Pilotage for ports in this sector is obtained through the Atlantic Pilotage Authority. See Pub. 140, Sailing Directions (Planning Guide) North Atlantic Ocean, Baltic Sea, North Sea, and the Mediterranean Sea for further information.

(NIMA)

5/01

Page 105—Line 5/L; insert after:

Traffic movements may be restricted when the following vessels are underway:

1. A vessel carrying dangerous cargo.

PUB 146 (Continued)

2. A vessel considered to be navigating with difficulty.
(BA NP 286(5), 2000-2001 ed.) 5/01

Page 106—Lines 8 to 9/R; read:

Pilots should be requested from the Atlantic Pilotage Authority 12 hours prior to arrival. Confirm or amend the time of arrival 1 hour
(BA NM 45/00, Section VI) 5/01

Page 113—Line 37/R; insert after:

Pilotage.—Pilotage for ports in this sector is obtained through the Atlantic Pilotage Authority. See Pub. 140, Sailing Directions (Planning Guide) North Atlantic Ocean, Baltic Sea, North Sea, and the Mediterranean Sea for further information.
(NIMA) 5/01

Page 115—Lines 21 to 22/R; read:

the appropriate pilot station 12 hours in advance to the Atlantic Pilotage Authority. Confirm or amend the time of arrival not
(BA NM 45/00, Section VI) 5/01

Page 119—Line 17/L; read:

notice to the Atlantic Pilotage Authority. The pilot will board off St. John's
(BA NM 45/00, Section VI) 5/01

Page 123—Lines 16 to 23/R; read:

Pilotage.—Pilotage is not compulsory, but is available. Pilots for Clarenville are boarded at the entrance to **Random Sound** (48°04'30"N., 53°35'00"W.), and also off St. John's in 47°33'42"N, 52°37'54"W. The vessel's ETA should be sent to the Atlantic Pilotage Authority 12 hours in advance. The ETA should be confirmed or amended 4 hours in advance.
(BA NM 45/00, Section VI) 5/01

Page 139—Line 45/L; insert after:

Pilotage.—Pilotage for ports in this sector is obtained through the Atlantic Pilotage Authority. See Pub. 140, Sailing Directions (Planning Guide) North Atlantic Ocean, Baltic Sea, North Sea, and the Mediterranean Sea for further information.
(NIMA) 5/01

Page 153—Lines 30 to 35/L; read:

is 49°20'45"N, 54°56'32"W. Pilots are requested from the Atlantic Pilotage Authority 12 hours prior to arrival at the pilot boarding position. The ETA must be confirmed or corrected 4 hours prior to ETA.

From January 2 to May 14, depending on ice conditions, the pilot boarding position is off St. John's in 47°33'42"N, 52°37'54"W. Pilots are requested from the Atlantic Pilotage Authority 24 hours prior to
(BA NM 45/00, Section VI; BA NP 286(5), 2000-2001 ed.) 5/01

Page 155—Lines 22 to 27/R; read:

conditions, is 49°19'44"N, 55°12'49"W. Pilots are requested from the Atlantic Pilotage Authority 12 hours prior to arrival; the ETA must be confirmed or corrected 4 hours prior to ETA.

From January 2 to May 14, depending on ice conditions, the pilot boarding position is off St. John's in 47°33'42"N, 52°37'54"W. Pilots are requested from the Atlantic Pilotage Authority 24 hours prior to
(BA NM 45/00, Section VI) 5/01

Page 167—Line 23/L; insert after:

Pilotage.—Pilotage for ports in this sector is obtained through the Atlantic Pilotage Authority. See Pub. 140, Sailing Directions (Planning Guide) North Atlantic Ocean, Baltic Sea, North Sea, and the Mediterranean Sea for further information.
(NIMA) 5/01

Page 169—Lines 26 to 34/L; read:

Verte. To avoid delay, pilots must be requested through the Atlantic Pilotage Authority 24 hours prior to arrival at the pilot boarding position. The ETA must be confirmed or corrected 6 hours prior to ETA. Pilots board, as follows:

1. May 31 to December 14—50°02'48"N, 56°01'54"W.
 2. December 15 to May 30—47°33'42"N, 52°37'54"W.
- (BA NM 45/00, Section VI) 5/01

Page 199—Line 20/L; insert after:

Pilotage.—Pilotage for ports in this sector is obtained through the Atlantic Pilotage Authority. See Pub. 140, Sailing Directions (Planning Guide) North Atlantic Ocean, Baltic Sea, North Sea, and the Mediterranean Sea for further information.
(NIMA) 5/01

Page 235—Line 1/L; read:

should be requested from the Atlantic Pilotage Authority 12 hours in advance and confirmed 6
(BA NM 45/00, Section VI) 5/01

PUB 154 7 Ed 1998 LAST NM 51/00

Page 4—Lines 37 to 38/L; read:

for further information.

The waters described in this sector lie within the Vancouver Vessel Traffic Service (VTS) System. Vessels must contact the Vancouver VTS Control by VHF and report their position at each Calling-In-Point (CIP), by CIP name and sector, as follows:

CIP	Name	Sector	Remarks
1	Zone Limit	Change	See note 1.
3	Race Rock	Change	See note 1.
4	Bouy "VH"	1	

PUB 154 (Continued)

CIP	Name	Sector	Remarks
5	Hein Bank	Change	See note 1.
6	Turn Point	1	
7	East Point	1	
8	Patos Island	Change	See note 1.
9	Portlock Point	1	
10	Peile Point	1	
11	Active Pass	1	
12	Sandheads	Change	
12A	Woodward Island (Crown Forest)	2	
12B	La Farge	2	
12C	Shoal Point	Change	
13	West Porlier Pass	1	
14	East Porlier Pass	1	
15A	Iona	Change	
15B	Roger Curtis	Change	
15C	Gower Point	Change	
16	Halkett Point	3	
17	Grace Island	3	
18	Crown Point/Point Atkinson	3	
19	Dundarave	3	See note 2.
20	Vanterm	3	See note 3.
21	Berry Point	3	See note 4.
22	Roche Point	3	
23	Entrance Island/Five Fingers Island	1	
24	Ballenas Island/ Merry Island/ Welcome Passage	Change	See note 5.
25	Cape Lazo/Powell River	4	See note 6.
26	Cape Mudge	4	See note 7.
27	Steep Island	4	See note 8.
28	Separation Head	4	See note 9.
29	Cinque Island	4	See note 10.
30	Ripple Point	4	
31	Vansittart Point	4	
32	Fanny Island	4	
33	Boat Bay	4	
34	Lizard Point	4	
35	Lewis Point	4	
36	Pulteney Point	4	
37	Doyle Island	4	
38	Pine Island	4	
39	Cape Caution/ Triangle Island	4	
40	Cape Scott	Change	

Notes:

1. Administered by Seattle and Tofino Traffic (CVTS).

2. Eastbound report only.

3. See paragraph 3.12 for further information on the Second Narrows Movement Restricted Area..

4. Westbound report only.

5. When northbound, mariners shall indicate whether their route is through Stevens Passage, Sabine Channel, Malaspina Strait, or Welcome Passage or is W of Sisters.

6. When southbound, mariners shall indicate whether their route is through Malaspina Strait, Sabine Channel, or Stevens Passage, or is W of Sisters.

7. If northbound, mariners shall report ETA for Steep Island and Maud Island Light.

8. If northbound, mariners shall report ETA for Separation Head and update ETA for Maud Island Light, if any change.

9. If southbound, mariners shall report ETA for Steep Island and update ETA for Maud Island Light, if any change.

10. If southbound, mariners shall report ETA for Separation Head and Maud Island Light.

Call signs and frequencies for each sector are, as follows:

Sector	Call sign	VHF channel	Remarks
1	Seattle Traffic	5A	Only for CIP 1 and 3.
1	Victoria Traffic	11	Remainder of Sector 1 CIPs.
2	Victoria Traffic	74	
3	Vancouver Traffic	12	
4	Comox Traffic	71	

Caution.—Numerous fishing vessels may be encountered (BA NP 286(5), 2000-2001 ed.) 5/01

Page 4—Line 45/L; insert after:

Vessel movements in the Vancouver Traffic Zone may be restricted when the following vessels are underway:

1. A loaded tanker or tank barge 10,000 grt or over.
2. A vessel carrying dangerous cargo.
3. A vessel which is considered to be navigating with difficulty.

(BA NP 286(5), 2000-2001 ed.)

5/01

PUB 155 6 Ed 1995 LAST NM 39/98

Page 3—Lines 21 to 22/R; read:

miles N of Mys Peek. A short distance N of Mys Peek is

(43(7170)00 St. Petersburg)

5/01

PUB 155 (Continued)

Page 4—Line 17/R; read:

point. Because of

(43(7171)00 St. Petersburg)

5/01

PUB 158 7 Ed 2000**LAST NM 50/00**

Page 46—Line 52/R; read:

grt. Pilots will embark about 1.5 miles E of the NE breakwater

(BA NM 48/00, Section VI)

5/01

PUB 159 7 Ed 1999**LAST NM 44/00**

Page 140—Lines 45 to 49/R; read:

A bridge crosses Nishi Suido, between the coast of Shikoku and Uma Shima and between Uma Shima and Mushi-jima; there is a vertical clearance of about 65m in both channels. The bridge continues ENE from Mushi-jima to O Shima,

(34(1371)99 Tokyo)

5/01

PUB 161 7 Ed 1998**LAST NM 44/00**

Page 35—Lines 1 to 2/L; read:

A 6.8m shoal close N of Ma Wan Anchorage.

(PUBS 003/2001)

5/01

PUB 191 9 Ed 2000**NEW EDITION**

(NIMA)

5/01